

Memorandum of Understanding
Between
Wisconsin Department of Transportation
and
United States Department of Agriculture
(Dairy Forage Research Center)

This Memorandum of Understanding (MOU) sets for the terms and understanding between the Wisconsin Department of Transportation and the United States Department of Agriculture (Dairy Forage Research Center to (insert activity)).

Background

The Wisconsin Department of Transportation (WisDOT) has a Highway Safety Improvement Project (HSIP) on USH 12 in Sauk County, WI. The limits of this project is from CTH C to Waterbury Road. The segment begins near the intersection of CTH C and continues southerly for 1.54 miles to Waterbury Rd.

USH 12 is a principal arterial connecting western Dane County to the Wisconsin Dells destination area. This segment of USH 12 is experiencing a high crash rate caused by run-off the road crashes. The crashes are concentrated at the s-curves just south of CTH C. The curves are located near the end of a 5-mile tangent section. The eastbound curves are signed with 50 MPH advisories and most of the crashes are occurring in this travel direction.

The crash rate for this expressway is 114 per million vehicle miles (mvm), which is nearly two times worse than the statewide average of 55 crashes per mvm for peer group 2, Rural and Small Urban expressways. The injury crash rate is 63 per mvm which is nearly 3.5 times more severe than the peer group average of 18.6. Through this section of USH 12, run-off the road crashes account for 87% of the crashes. It is proposed to significantly reduce the run-off the road crashes by reconstructing USH 12 to current standards.

The proposed project includes the realignment of USH 12 and associated intersecting roadways including CTH C and Old Bluff Trail. The proposed vertical profile of USH 12 will be raised by 0 feet to 5 feet over existing conditions to achieve proper drainage along the corridor. A total of 20.38 acres of right-of-way (ROW), 25.02 acres of highway easement (HE), and 1.66 acres of temporary limited easement (TLE) will be required for the proposed activities.

Purpose

This MOU will establish an understanding for transactions to take place and commitments that will be upheld by WisDOT to mitigate impacts the roadway improvement project will have on USDA property. The following goals have been discussed and were agreed to by represented staff from both agencies on Tuesday October 24, 2017.

The above goals will be accomplished by undertaking the following activities:

- All real estate acquisitions will take place in Highway Easement unless agreed upon by both parties.
- Transfer of interest will be in two phases.

- Phase I will take place prior to construction of the project. WisDOT will acquire needed lands through Highway Easement.
- Phase II (if needed, and where applicable) will take place after construction for surplus lands. WisDOT interests in parcels not required for highway use may be transferred through vacation orders or quit claim deed.
- USDA is not interested in the 16.74-acre parcel that lies within the median of the old alignment of USH 12 and East of the Old Bluff Trail proposed alignment. USDA determined that the cost and time to make this parcel productive, is not cost effective nor worth the time.
- Topsoil salvaged from locations that the proposed alignment of USH 12 will be impacting USDA lands, will be stockpiled at determined locations shown on Attachment A supporting this document. WisDOT will retain enough topsoil to place 3-inches of topsoil on proposed slopes in this area. The remainder will go to USDA.
- The parcel that lies between the proposed alignments of USH 12 and CTH C, at this point, is still of interest to keep in production by USDA. If it is determined that this parcel is not productive for USDA, coordination between USDA and WisDOT will agree on how to handle this transaction. Right now, two parcels are to be acquired by WisDOT (0.59 and .050 acres. If WisDOT takes ownership, topsoil will not be placed in the determined areas shown on Attachment A supporting this document
- The remnant parcel, and un-needed right of way at Station 114+00 – Station 134+00 (Right), could possibly be conveyed to USDA if fee owner, (Moely) chooses not to retain ownership of this parcel. If WisDOT purchases this property, WisDOT will obliterate and remove materials of the existing roadway to an elevation that meets the abutting fields. WisDOT will stockpile salvaged topsoil to be graded by USDA at this location.
- Access to USDA facilities and fields will be located at safe locations along USH 12 and side roads where needed. WisDOT will consider acceleration and deceleration lanes, per WisDOT's Facilities Development Manual, appropriate for USDA equipment and delivery vehicles to enter USH 12.

Reporting

WisDOT will be responsible for assuring that the non-real estate commitments above will be upheld. They will report and coordinate with USDA designated staff, prior and during construction, on these commitments. USDA will be invited to the preconstruction meetings and weekly construction meetings to discuss any concerns.

Funding

This MOU is not a commitment of funds.

Duration

This MOU is at-will and may be modified by mutual consent of authorized officials from WisDOT and USDA. This MOU shall become effective upon signature by the authorized officials from the USDA and WisDOT and will remain in effect until modified or terminated by any one of the partners by mutual consent. In the absence of a mutual agreement by the authorized officials from WisDOT and USDA this MOU shall end on December 31, 2020.

Contact Information:

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United States Department of Agriculture Dairy Forge Research Center

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 Date: 11/15/17
(Jim Rohe, WisDOT Project Development Section Chief)

 Date: 11/14/2017
(Oscar I. Winger, WisDOT Consultant Unit and Local Program Supervisor)

Date:
(Mark Boggess, United States Department of Agriculture Dairy Forge Research Center, Director of USDA Dairy Forge Research Center)

HIGHWAY EASEMENT TABLE

AREA	HIGHWAY EASEMENT (ACRES)
A	1.30
B	2.56
C	21.17
TOTAL	25.03

